



MOUNTAIN VIEW CORRIDOR PROJECT INFORMATION

Frequently Asked Questions

What is the next step for the Mountain View Corridor?

The Federal Highway Administration (FHWA) issued a Record of Decision (ROD) in Fall 2008. The signed ROD completed the environmental process for the MVC and allowed UDOT to proceed with design and construction on projects within the EIS limits.

Does the Mountain View Corridor have funding?

The Utah State Legislature allocated \$500 million in the 2009 Legislative Session as part of a bonding package for start of construction in Salt Lake County. The Transportation Commission had previously designated \$230 million for Salt Lake County and \$130 million for Utah County. In Salt Lake County, UDOT plans to use those funds to begin work on a 15-mile segment between 5400 South and Redwood Road (at approximately 16000 South). In Utah County, the three-mile construction area is located at 2100 North from Redwood Road to I-15.

Will you build the Mountain View Corridor in phases?

The MVC team will use a phased construction approach designed to balance transportation needs with available funds. Initial construction includes building two outside lanes in each direction with signalized intersections where future interchanges will be located. Building the outside lanes first preserves the land in the middle where future lanes can be added. Future construction will build out the remainder of the corridor, including a transit solution and enhancement of the initial construction by adding interchanges and inside lanes to achieve a fully functional freeway.

How does the Mountain View Corridor differ from the Bangerter Highway?

Although the initial phase of the MVC project will include stoplights like Bangerter Highway, the MVC will evolve into a free-flowing freeway as improvements are made in subsequent construction phases. Bangerter Highway, with intersection widths at approximately 150 feet, was never intended to convert to a freeway system with interchanges. The MVC approach of building outside lanes first ensures that the project will eventually convert to a freeway.

Will transit be a part of this project?

The Utah Transit Authority's preferred transit alternative is on 5600 West in Salt Lake County with a dedicated center-running right-of-way. Transit vehicles will operate alone in their own lanes in the center of the roadway and street traffic will use general-purpose lanes adjacent to the transit. The vehicle type identified is Bus Rapid Transit that could evolve into a rail system in the future.

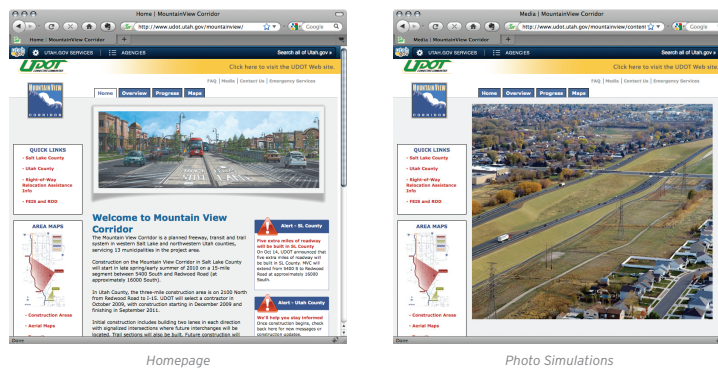
Where are frontage roads being proposed along the Mountain View Corridor?

Frontage roads will be constructed in two areas along the MVC, between South Hills Boulevard and Old Bingham Highway in Salt Lake County and on 2100 North in Utah County. The frontage roads were limited to these two areas due to right-of-way constraints, impacts to existing infrastructure and compatibility with existing street networks.

Are you building a freeway on 2100 North in Lehi?

The initial construction project on 2100 North is a frontage road system that consists of two lanes in each direction with signalized intersections. Future construction will expand the corridor over time by adding more lanes when it is needed to meet traffic demands and as funding is available. This phased approach is part of the overall MVC plan to address short-term regional transportation needs while providing a long-term solution for the future. The full freeway build out is not currently funded and would require additional environmental study in order to be constructed.

STAY INFORMED ►►



Web site www.udot.utah.gov/mountainview

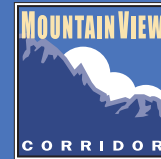
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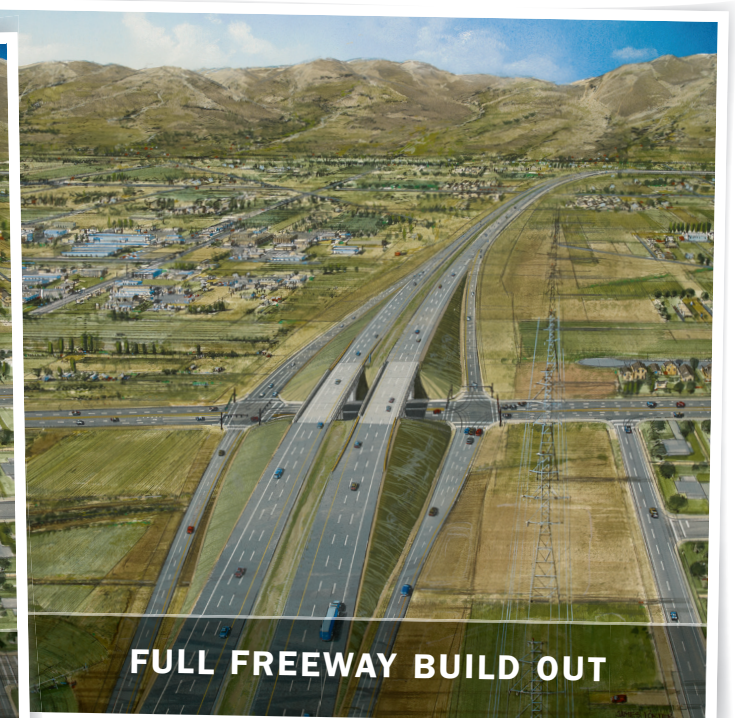


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JANUARY 2010



INITIAL CONSTRUCTION



FULL FREEWAY BUILD OUT

ABOUT THE MOUNTAIN VIEW CORRIDOR

The Mountain View Corridor (MVC) is a planned freeway, transit and trail system in western Salt Lake and northwestern Utah counties, servicing 13 municipalities in the project area.

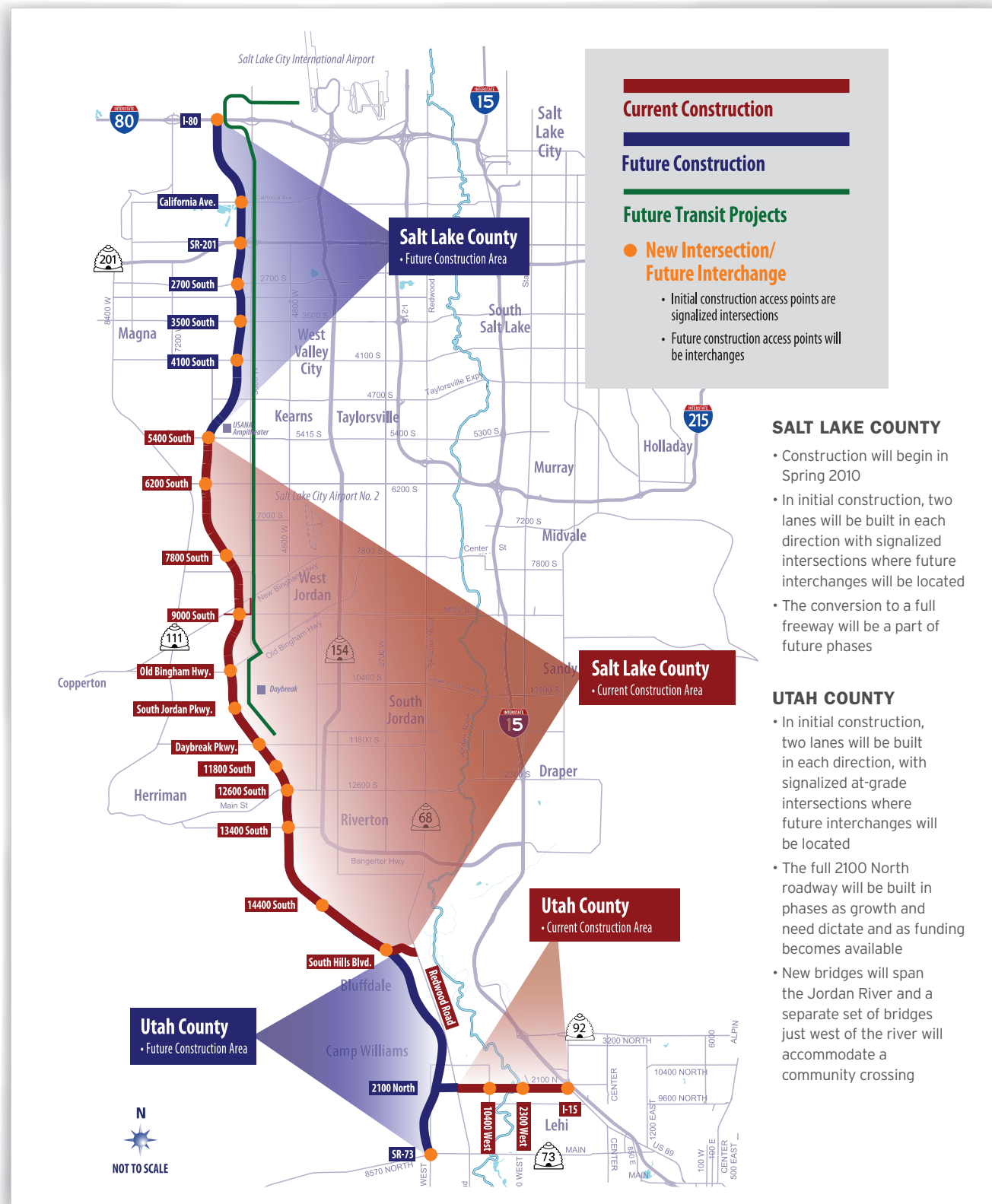
The MVC will have phased implementation by building infrastructure for initial needs and gradually expanding systems over time. This phased approach is part of the overall MVC plan to address short-term regional transportation needs while providing a long-term solution for the future.

Initial construction includes building two lanes in each direction with signalized intersections where future interchanges will be located. Trail sections will also be built. Future construction will build out the remainder of the corridor by adding interchanges and more lanes to achieve a fully functional freeway.

To meet projected transportation demands in the year 2030, the full build-out includes a freeway that connects with Interstate 80 at 5800 West in Salt Lake City in the north and Interstate 15 at 2100 North in Lehi in the south. The transit component of the project is a high-capacity service line on 5600 West in Salt Lake County that connects with both the planned TRAX Airport Extension at the International Center and the Mid-Jordan Line in South Jordan.

DID YOU KNOW...

- When finished, MVC will extend 35 miles from I-80 in Salt Lake County to I-15 in Lehi in Utah County.
- Initial construction in Salt Lake County will build 15 miles of new road from 5400 South to Redwood Road (at approximately 16000 South).
- Construction of the initial roadway portion in Salt Lake County will start in Spring 2010 and will be finished in 2013.
- Construction of the Utah County portion of the roadway (2100 North in Lehi) will start in January 2010 and will be finished in Fall 2011.
- The new three-mile roadway located at 2100 North in Utah County includes new bridges at the Jordan River, the future FrontRunner line and a set of bridges just west of the river for a community crossing.



INITIAL CONSTRUCTION



FULL FREEWAY BUILD OUT



Initial construction includes building two outside lanes in each direction with signalized intersections where future interchanges will be located. Trail sections will also be built. Building the outside lanes first preserves the land in the middle where future lanes can be added. This approach allows each construction phase to build upon the next and is part of the overall MVC plan to address short-term regional transportation needs while providing a long-term solution for the future.

Future construction will build out the remainder of the corridor, including a transit solution and enhancement of initial construction by adding inside lanes and interchanges to achieve a fully functional freeway.